Remarks

Applicants wish to thank the Examiner for considering the present application. In the Office Action dated December 21, 2006, claims 1-13 are presently pending in the application. Furthermore, Applicants believe that all of the pending claims are allowable and respectfully request reconsideration of this application in view of the above amended claims in the application and the following remarks with respect to the relevant references.

Claims 1was rejected under 35 U.S.C. 112 as being indefinite. Claim 1 has been amended to correct the use of the descriptive term "bypass" to characterize the relationship between the spring plate and the chassis underframe.

Claims 1, 2, and 8 stand rejected under 35 U.S.C. 102(b) as being anticipated by *Pelz* et al. (US6357772).

Claim 1 is an independent claim for a wheel suspension system for a motor vehicle. The system comprises a lower link for the attachment of a wheel and a spring having a lower end and an upper end. The spring lower end is arranged on the link and the spring upper end is arranged in a spring plate. The chassis underframe also comprises at least one pair of bearings for fastening to a body. The system further comprises a chassis underframe having a mounting for supporting part of the spring plate when the wheel suspension system is not fitted on the body of a motor vehicle. When the suspension is fitted to the body of the vehicle, the chassis underframe mounting support is removed from the spring plate to allow the spring plate to directly engage the body of the vehicle.

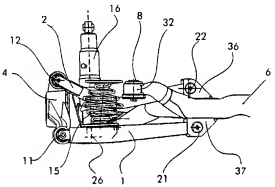


Fig. 2

Pelz Fig. 2

The Examiner states that *Pelz* discloses a wheel suspension system comprising a lower link (1); a spring 15 having a lower end and an upper end, the lower end of which is arranged on the link and the upper end of which is arranged in a spring plate (annotation on Fig 2 attached); and a chassis underframe (6) having at a mounting 36, 37 and having at least one pair of bearings 7,8; wherein the spring plate bypasses the chassis underframe and directly engages the body of the vehicle; wherein the lower link is designed as a transverse link.

Contrary to the examiner's statement, *Pelz* does not anticipate claim 1. In contrast, *Pelz* fails to disclose a chassis underframe having a mounting for supporting part of the spring plate when the wheel suspension system is not fitted on the body of a motor vehicle. More specifically, *Pelz* underframe (6) fails to extend or contact the spring plate in Fig 2.

Therefore, all elements are not disclosed in the *Pelz* reference, so the rejection is unsupported by the art and should be withdrawn. Applicants submit that independent claim 1 is allowable. Dependent claims 2-4 and 8 recite limitations similar to the independent claims. Accordingly, Applicants submit that claims 2-4 and 7-11 are also allowable.

Claim 5 stands rejected under 35 U.S.C. §103(a) as being unpatentable over *Pelz et al,* as cited above, in view of Martinez, Jr. et al.(US 4,771,996), previously cited by examiner.

As discussed above, *Pelz* fails to disclose the limitations of independent claims 1 from which claim 5 depends. In particular, *Pelz* fails to neither disclose a mounting for supporting part of the spring plate when the wheel suspension system is not fitted on a body of a motor

vehicle, nor does it involve spring plates directly engaging the body of the vehicle as recited in claim 1and dependent claim 5. Further, Applicants have been unable to find any teaching of the foregoing limitations in *neither Martinez* nor the motivation to combine the references. In contrast *Martinez* is merely directed toward a striker plate. Thus, it is clear that the combination of references fails to teach all of the limitations of the claimed invention.

Therefore, all elements are not disclosed in the *Martinez* reference, so the rejection is unsupported by the art and should be withdrawn. Applicants respectfully request the Examiner to reconsider the rejection of claim 5.

Claim 6 stands rejected under 35 U.S.C. §103(a) as being unpatentable over *Pelz et al,* as cited above, in view of Sautter et al. et al.(US 4,671,531) (*Sautter).*

As discussed above, *Pelz* fails to disclose the limitations of independent claims 1 from which claim 6 depends. In particular, *Pelz* fails to neither disclose a mounting for supporting part of the spring plate when the wheel suspension system is not fitted on a body of a motor vehicle, nor does it involve spring plates directly engaging the body of the vehicle as recited in claim 1and dependent claim 6. Further, Applicants have been unable to find any teaching of the foregoing limitations in *neither Sautter* nor the motivation to combine the references. In contrast *Sautter* is merely directed toward a suspension which reduces noise and undesirable steering movement. Thus, it is clear that the combination of references fails to teach all of the limitations of the claimed invention.

Therefore, all elements are not disclosed in the *Sautter* reference, so the rejection is unsupported by the art and should be withdrawn. Applicants respectfully request the Examiner to reconsider the rejection of claim 6.

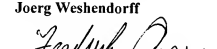
Conclusion

For the above cited reasons, all of the claims presently pending in this application are submitted to be allowable. The Examiner is invited to call the Applicants' undersigned attorney if it would advance the prosecution of this application. The Examiner is respectfully requested to pass this case to issue.

Please charge the extension of time fee, as well as any additional fees, or credit any overpayment in connection with the filing of this paper, to Ford Global Technologies LLC, Deposit Account No. 06-1510. A duplicate of this paper is enclosed for this purpose.

Respectfully submitted,

Joerg Weshendorff

By 

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